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MAGURA

the passion people

LOUISE FR

LOUISE

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WARNING:
This symbol means possible danger for your health and even life if you do not follow the instructions given resp. if the necessary safety measures are not followed.

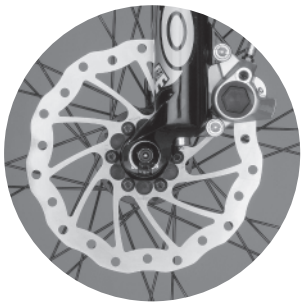
ATTENTION:
This symbol warns you of inappropriate handling that might cause heavy damage to the material and/or the environment.

NOTE:
This symbol is giving you additional information about the general handling of the product or gives hints to paragraphs of this manual which have to be read carefully.

1. Welcome to the Passion People!

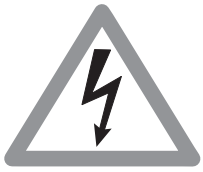
Brake lever (master cylinder)
MAGURA Louise®

Congratulations! You have purchased a fully hydraulic MAGURA disc brake proudly „Made in Germany“. You will be enthusiastic about the awesome braking power and the very little maintenance that is necessary on our stoppers. Good to know that you are not alone, millions of users worldwide rely on them and every day we’re becoming more.



Brake caliper and rotor
MAGURA Louise®

On the fully hydraulic MAGURA disc brake systems Louise and Louise FR the braking force is transmitted to the braking surface by a mineral oil column. The movement of the lever blade moves a piston, which is integrated in the brake lever (master cylinder). The piston pushes the mineral oil column through the brake hose in the direction of the brake caliper, where two pistons, on which the brake pads are fixed, are pushed out. The friction between the brake pads and the rotor is slowing down the bicycle and causes a heating of both the rotor and the brake caliper.

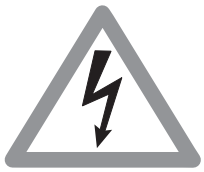


Never touch either the rotor or the brake caliper after long braking as this may cause serious burns.

You will be pleased to find out that the MAGURA Louise and Louise FR disc brakes offer a superior braking power even with little hand force applied, no matter what the weather conditions should be. Particularly in wet weather conditions disc brakes are much more responsive than rim brakes and transmit their enormous power shortly after activating the brake lever.
Disc brakes do not cause a wear of your rims. In case of insufficient mounting conditions they might however cause a squealing noise during braking, mainly in wet weather conditions.

This manual contains important information about the safe installation, operation and maintenance of your MAGURA disc brake. We urge you to read it carefully, become familiar with its contents and follow our recommendations to help make your new braking experience enjoyable and trouble free.

All steps will be explained on the Louise model. Any differences with the Louise FR model will be clearly mentioned.



Although the Louise and Louise FR disc brake systems are relatively simple you should not overestimate your technical skills! We therefore advise you to leave the following works to a trained technician of a professional bike shop.

In case of any further questions or problems we warmly recommend to visit our website www.magura.com where you will always find the newest and hottest tips about all our products. Stay tuned with the Passion People!

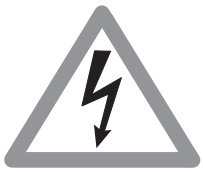
Thank you for your confidence in our products, enjoy your ride and your new MAGURA disc stoppers!

Happy trails!

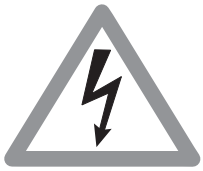
2. Before the first ride

1. Are you already familiar with hydraulic disc brakes? Our brakes might be much more powerful than the stoppers on which you relied so far.

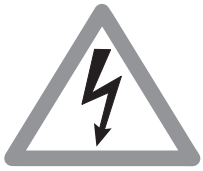
Take your bicycle to a safe area to learn the proper braking technique and operation of your new brakes and your bike.



2. Check whether you activate the front brake with the brake lever, which you are used to braking on the front. If ever this is not the case you will have to train your new setup because any unintended braking might cause an accident with possible heavy bodily injury! Change the hose connection by a trained technician in case of any doubts.
Further hints concerning the swapping of the brake hose see page 10 onwards.



3. New brakes and new rotors or brake pads must always be run in by breaking at least 30 times from a speed of 30km/h to achieve the maximum brake power. Take your bike to a safe place to run in the brake.



4. In case of extreme riding conditions (total weight of bike plus rider over 100kg and/or a gradient of more than 15%) always use both brakes simultaneously to brake your bike down.

5. Do not use the Louise and Louise FR disc brakes for downhill sport or on tandems! Any misuse might cause heavy accidents with fatal injuries for you and others!

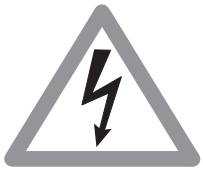
6. Are you familiar with the other components on your bike such as shifting, clipless pedals and suspension units? Always train the perfect handling of your bike in a safe area before using it in the public traffic. Consult the user's manual of your bike to learn more about this.

7. For your own safety always wear a helmet when you ride a bicycle. Make sure as well that your clothing and footwear are suitable.

3. Before every ride

always check carefully the following points:

1. Always make sure that the quick release skewers of your wheels and seat post are correctly mounted and closed.



incorrectly installed quick release skewers might cause the fixed items to get loose. Serious falls with heavy bodily injury might be the result!!

2. Always make sure that the brake lever pressure is o.k. by pulling the lever blade and ensuring that full braking performance is achieved before the lever blade touches the handlebars. If this is not the case, pull the lever blade several times (pump) until the brake pads touch the rotor.

In case, of changing pressure points during a ride you might have air in the brake system.
See hints about filling and bleeding from on pages 15/16.

3. Always make sure that the brake system does not have any leaks by activating the lever blade, holding it and checking the hose connections and reservoir cover for eventual leaks. (Also see page 11)

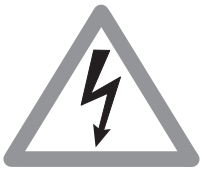
4. Always protect your rotors and brake pads from oil and lubricants (e.g. by lubricating your chain). Avoid detergents and soap on the brake pads. **Contaminating the pads with oil and lubricants will cause a permanent loss of braking power. Those pads are definitely killed and cannot be saved. They have to be replaced!** Clean a contaminated rotor with dishwater or alcohol.
See further hints about the brake pad change on pages 11- 13.

5. Release your brake lever and check whether your wheel moves freely and without drag. Check eventually whether the wheels are correctly mounted and if the quick release skewers are sufficiently tightened. (Also see page 9)

6. Are your tires in a good condition, and are they sufficiently pressurized? Test this with your fingers. Lift up your bike and turn the wheels of your bike. An insufficient rotation might be due to damaged tires, broken axles and/or broken spokes.

7. Pick up your bike and let it drop from a moderate height. Be careful in case of any rattling noise. Check the bearings and all screwed connections.

8. Always follow the instructions given in the owner's manual of your bicycle.



Never use your bicycle if ever a proper function of the points mentioned above is not guaranteed. Consult a professional bike mechanic if you feel unsure. A faulty bicycle might cause serious accidents with possible fatal injuries of the rider!

4. Transport of the bicycle

In case of a disc brake equipped bicycle you should always keep in mind the following points:

Never activate the lever blade without the brake pads in place and the wheels mounted. In case this should have happened see page 10 of this manual.

Never throw away the transport device, which has been delivered with the brake. Always clip it between the brake pads whenever the wheel is removed (e.g. transport of the bike).

Always carefully removed wheels. Make sure that the rotors are not damaged, deformed or contaminated with lubricants.

If the bike is transported upside-down squeeze before the lever blade, hold pressure and fix the lever blade in this position with a rubber band or a cable tie.

For a transport in an aircraft you can leave your brake as it is, e.g. you do not have to empty it.

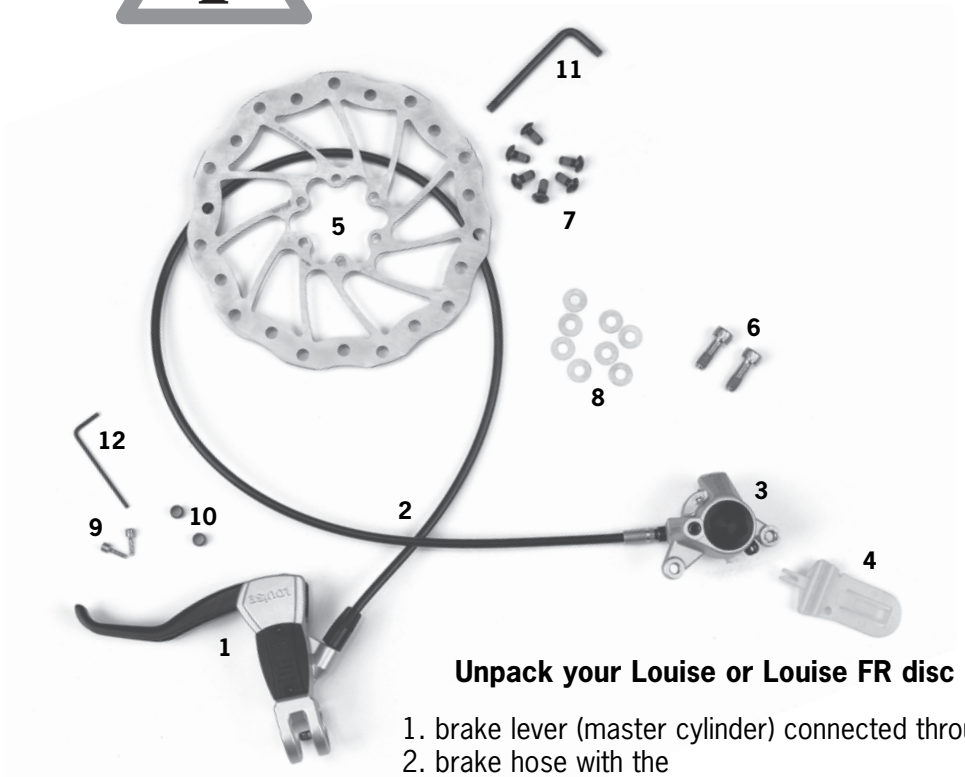
5. Brake Installation

1. Tools for installation (+maintenance)

Allen key 2*, (2,5, 3) and 5
transport/mounting device*
sharp knife
8mm open end wrench
flat blade screw driver
Torx T25 key*
(Torx T7 key)

(*delivered with the brake)

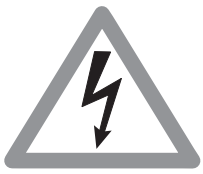
Always insert the allen and torx keys completely to avoid damaging the bolt heads!



Unpack your Louise or Louise FR disc brake:

1. brake lever (master cylinder) connected through the
2. brake hose with the
3. brake caliper with transport device (shown is International Standard version;
ATTENTION: remove
4. **YELLOW** transport device only shortly before installation of the wheel!)
5. rotor
6. fitting bolts for caliper Allen key 5 (2 pieces)
7. fitting bolts for rotor Torx key T25 (6 pieces)
8. 0,2mm spacers (8 pieces)
9. black 1mm spacers (2 pieces, **only necessary for Louise FR rear brakes)**
9. hose inserts (2 pieces)
10. olives (2 pieces)
11. Torx T25 key
12. Allen key 2
not shown: adaptor (depending on model and rotor diameter)
black 1mm spacers (2x) –>for rear caliper mounting

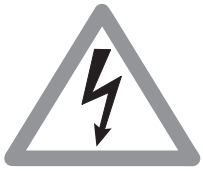
specifications modifying and improving this product are subject to change without prior notice.



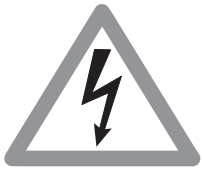
The brake levers, calipers and hoses of the different MAGURA disc brake models are completely different and not compatible! Never mix and match parts from the different models! Any misuse might cause serious accidents!

MAGURA manufacturers these braking systems according to the valid standards and based on profound product tests. Because of the large variety of forks and frames available on the market it is impossible for MAGURA to test all possible combinations. If you mount any of our brake systems always make sure that the brakes are in conformity with the bicycle.

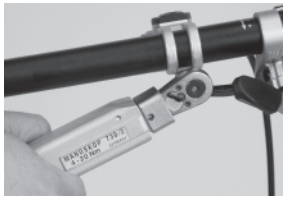
Disc brake calipers can generate a lot of heat during extreme riding conditions. The resulting heat transfer from the caliper to the fork and/or frame can have a negative influence on the mechanical characteristics of both the fork and/or the frame.



Insufficient heat transfer from the brake caliper to the frame and the fork, caused by fork and or frame components having low heat transfer characteristics (e.g. carbon rear triangles) can cause the brake to overheat, with the possibility of a total failure of the brake system. This can cause serious personal injury to yourself and/or others.

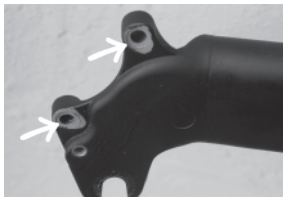


With respect to product liability we remind all our users that any manufacturer (also: bike mechanic or end consumer!) is responsible for the correct function of the complete bicycle in this context. Improper combinations and insufficient installation might cause damage and serious accidents!



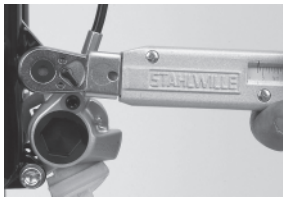
2. Mount the brake lever to the handlebar with a 5mm allen key. **Tightening torque 4Nm/34 in.lbs**
Hint: Tighten the brake lever so that it can still rotate around the handlebar in case of a crash. This old motocross trick will reduce considerably the risk of a damaged brake lever.

The MAGURA disc brakes Louise and Louise FR are compatible with frames and forks which meet the International Standard (IS) for disc brake installation. Only the front brakes of both models are also available with a special Post-mount caliper for Manitou forks. Never mount the brakes with adapters or brackets from other manufacturers! All warranty will be void in case of any misuse! Use only direct mounting parts from MAGURA or the frame or fork's manufacturer!



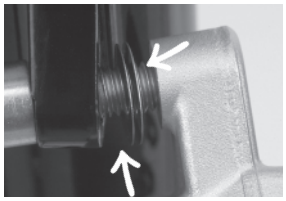
Make sure that the caliper fitting eyelets on your frame or fork are free of any paint, powder coating or burrs. (arrows). If this is not the case you should contact your dealer who is able to care for the absolutely necessary even surface with the help of the MAGURA Gnann-o-mat disc optimizer tool (also see page 9).

ATTENTION: The treatment of suspension fork lower legs made of magnesium might be dangerous because of corrosion! Always follow the safety instructions given by the respective manufacturer! Always make sure after having treated the disc brake mounts that these are protected against corrosion by using an appropriate protective paint.



3. Mount the caliper onto the fork or the frame. Use a 5mm allen key. Depending on the model version and rotor diameter it might be necessary to to mount an adaptor onto the caliper before. Please follow carefully the mounting instructions that come with the respective adaptor! **Tightening torque for caliper/fork or /frame installation: 6Nm/51 in.lbs.**

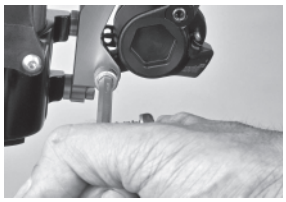
4. Only the front brakes of Louise and Louise FR are available with a special caliper for the so-called Postmount, which you find on Manitou suspension forks. MAGURA does **NOT** offer rear brakes for the Postmount! Installation: Mount caliper with MOUNTED wheel and rotor. Do not tighten the caliper bolts yet! Squeeze the lever blade and keep the pressure. Tighten now the bolts. **Tightening torque: 6Nm/51 in.lbs.**



5. Very often frames are not well aligned to ensure a drag free mounting of the disc brake. You may have o use then the 0,2mm spacers, which you should install as shown by the arrows between the disc brake mounts and and the brake caliper.

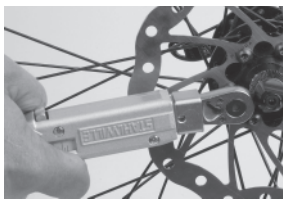
6. If you use a thru-axle hub you **must** use thicker 3mm spacers. These are either available separately (code: 0720 829) or come supplied with our respective thru-axle hubs. If necessary you might have to use here as well additional 0,2mm spacers for a clean and drag free positioning of the caliper.

7. Special case Manitou Dorado. Install with that fork first of all the adaptor that comes with the fork **Tightening torque: 6Nm/51 in.lbs.**
Make sure that the 3mm spacers, delivered with your Louise FR brake, are fitted between the adaptor and the fork mounts (cf. arrows).

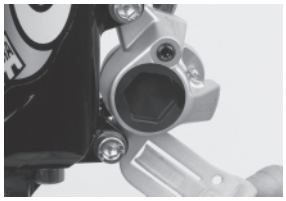


8. Install now as described the brake caliper. **Tightening torque: 6Nm/51 in.lbs.**

9. Exception rear calipers: You **must** use the black 1mm spacers between fitting eyelets and caliper on all rear brake calipers. If necessary you might have to use here as well additional 0,2mm spacers for a clean and drag free positioning of the caliper.



10. Mount the rotor with the 6 Torx T25 bolts onto the hub. Watch out for the correct rotation direction of the rotor (laser arrow). Use only new original bolts or thread lock if you use old bolts. **Tighten the bolts in a crossed pattern! Tightening torque: 4Nm/34 in.lbs.**



11. Remove the transport device shortly before installing the wheel.

The transport device prevents the brake pads from being pushed out too far by unintended lever squeeze. It is impossible then to install the wheel with the rotor. So never throw away the transport device! Keep it and always clip it between the brake pads when the wheel is removed.

Install the wheel by positioning the rotor between the brake pads and fixing the wheel in the dropouts. Close the quick release of your wheel **which you should mount on the opposite side of the brake caliper** and tighten it sufficiently. As to thru-axle hubs or wheels consult the manual of the respective fork manufacturer.

Squeeze the lever blade several times (pump) to push the pads to their proper position until the lever feel becomes very firm.

12. Correctly mounted disc brake wheel.

Do not worry when you hear friction between rotor and pads. A slight drag is normal on disc brakes with automatic pad wear adjustment during the break-in period. This drag will disappear after a while. The reason for this is that the brake pads find their optimum working position towards the rotor, only after a slight wear during the break-in period. Slight drag might also happen after a brake pad change or in case of an incorrectly installed wheel.

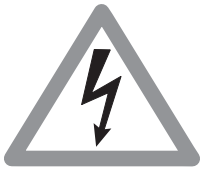
In case of a **constantly dragging** disc brake causing noise your frame is badly aligned. In such a case you should contact your dealer who can care with the MAGURA Gnann-o-mat disc optimizer for a totally even surface of the disc brake mounts. These are absolutely necessary for a drag free function of your brake.

New brakes and/or new rotors or brake pads must always be run in by breaking at least 30 times from a speed of 30km/h to achieve the maximum brake power. Take your bike to a safe place to run in the brake.

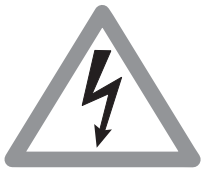
Reach adjust is done with a 2,5mm Allen key. Turning key clockwise: lever blade moves away from the handlebar, turning counterclockwise: blade moves to the handlebar.

WARNING: The reach adjust screw becomes very firm when you risk to overtighten it. Do not continue to screw it in/out in such a case. Misuse can lead to brake failure! The adjust screw must not be flush wih the drill in the lever blade. Re-install the dust cover once you have adjusted the reach adjust properly. In case of a creaking lever grease the master piston with from aside with a lubricant like WD 40 oil.

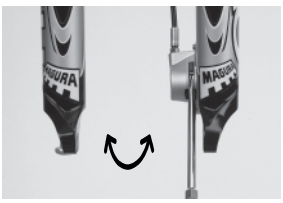
6. Shorten the hose



Louise and Louise FR are high-pressure systems and come with a reinforced hose, the „MAGURA Disc Tube“ wearing also this imprint. The Disc Tube needs an additional insert for a proper fitting. Never mix and match the parts from the different MAGURA disc brake models! Any misuse might cause serious accidents!

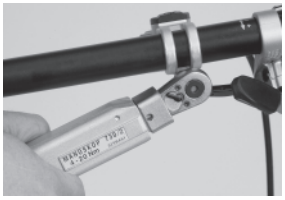


Never touch either the rotor or the brake caliper after long braking as this may cause serious burns.



1. Remove the wheel so that you have free access to the brake caliper.
Push both pistons **with brake pads mounted** back by putting the transport device or a flat blade screwdriver into the gap. Move the screwdriver **slowly** back and forth until both caliper pistons are fully retracted and flush with caliper body.

Never push back the pistons without the brake pads mounted! Open the brake system only after having pushed back fully the brake pads.



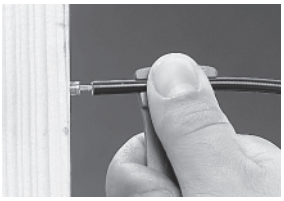
2. Loosen the brake lever clamping screw with a 5mm allen key. Turn the brake lever and ensure that **the reservoir is horizontal**.

3. Slide the hose protection. Unscrew the sleeve nut on the brake lever with an 8mm open-end wrench and pull the hose out **carefully. Hold the hose carefully to avoid any loss of oil! Do not squeeze the lever blade with the system open!**

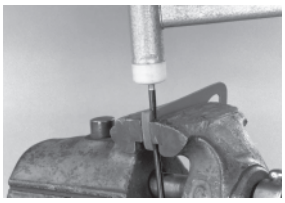
4. Put the hose on a workbench and shorten it with a sharp knife. The best tool is the MAGURA cutter (code 0321 233). **Do not use saws or pliers!**

If your frame is not equipped for routing hydraulic lines you should now mount the hose fitting kit for your rear brake according to the instructions that are included in the kit.

Hold the hose carefully so that it cannot snap away (arrow)! Cut the hose squarely! The sleeve nut can be re-used. The olive and the insert cannot be reused and must be replaced!

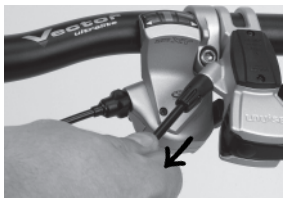


5 Press manually a **new** insert into the hose until it is **fully seated.** Clamp the hose into the groove of the mounting device as shown...



6. ...or clamp the mounting device as shown into a vice and hammer the insert **carefully** into the hose. If your frame is not equipped for routing hydraulic lines you should now mount the hose fitting kit for your rear brake according to the instructions that are included in the kit.

7. Slide on the sleeve nut and a **new** olive onto the hose. Push the hose with the sleeve nut and the new olive **fully** into the brake lever and tighten the sleeve nut with an 8mm open-end wrench. **Tightening torque: 4Nm/34 in.lbs.**

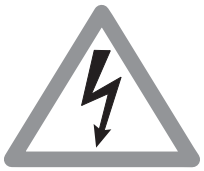


8. Always check for correct installation by pulling on the hose. Make sure that the system has no leaks. Squeeze the lever blade, hold pressure and check hose connections and the reservoir cover for eventual leaks.

Squeeze the lever blade several times (pump) to push the pads to their proper position until the lever feel becomes very firm. If you cannot realize this, bleed the brake (see page 15 onwards).

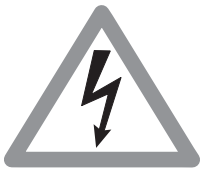
7. Maintenance

Brake Oil: MAGURA disc brakes use a transmission medium low viscosity mineral oil, the MAGURA ROYAL BLOOD. Contrary to DOT brake liquid the MAGURA ROYAL BLOOD does not irritate human skin or strip the paint of your frame. Moreover it does not absorb water like DOT and does not have to be changed regularly. What sounds unbelievable is a fact: you can use your brakes over years without having to touch them (except brake pad check and change!)



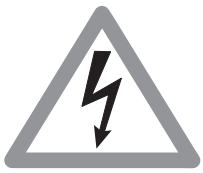
Always make sure that the brake system does not have any leaks by activating the lever blade, holding it and checking the hose connections and reservoir cover for eventual leaks. Consult a trained technician in case of leaks. Leaks cause poor braking performance with possible serious accidents!

As to hints about repairs of the hose see page 14 onwards.



Brake pads: wear, control and replacement

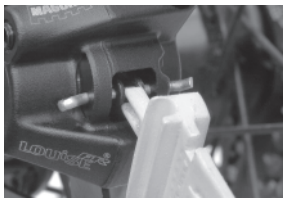
Brake pad wear: The brake pads are subject to wear due to friction between rotor and pads. Both the Louise and the Louise FR disc brake feature a fully automatic pad wear adjustment. Regularly check the thickness of your brake pads and replace them, if necessary! CHANGE ALWAYS BOTH PADS SIMULTANEOUSLY!



Control of the brake pad wear

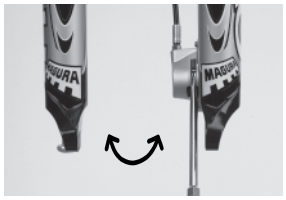
Never touch either the rotor or the brake caliper after long braking as this may cause serious burns.

Squeeze the lever blade with the wheel mounted an hold the pressure.



Check out whether the “finger” of the transport device fits in-between the “ears” of the brake pads. **On the picture on the left this is NOT the case, the pads must be changed!**

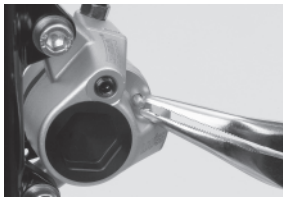
Here the “finger” of the transport device fits between the “ears” of the brake pads. **The pads are still o.k. Remember: The lever has to be pulled during this procedure. Use for this a rubber band or a cable tie.**



Replacement of the brake pads

1. Remove the wheel so that you have free access to the brake caliper.
Push both brake pads back by putting the transport device or a flat blade screwdriver into the gap. Move the screwdriver **slowly** back and forth until both caliper pistons are fully retracted and flush with the caliper body.

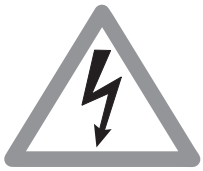
Never push back the pistons without the brake pads mounted!



2. Remove the cotter pin that holds the brake pads.

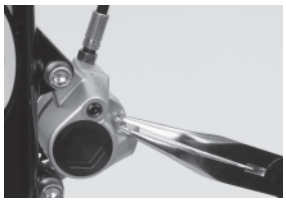
3. Pull out the brake pads. Their „ears“ make this very easy. Clean the pads with a dry rag that is free of oil and grease.
Minimum thickness of a brake pad plus holder is 2,5mm.

Never squeeze the lever blade without the brake pads in place and the wheel mounted! If this happened by accident push back the pistons with mounted brake pads by using the transport device or a flat blade screwdriver.



Use only genuine MAGURA brake pads! MAGURA cannot guarantee a correct function of the brake if you use brake pads from other manufacturers, which were not tested! Using other pads might cause poor braking and cause heavy bodily injury! All warranty claims will be void in case of misuse!

4. Clean on the occasion of the brake pad change, the brake body with a clean rag. Make sure that the friction side of the new brake pads points towards the rotor.

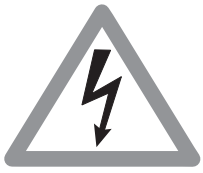


5. Secure the new pads with the new cotter pin, which is delivered, with the pads. **Check the correct fitting of the pads by pulling them.**

6. Tighten the end of the cotter pin with a screwdriver or pliers. **Check the correct fitting of the cotter pin by pulling it.**

7. Check, whether the pistons are fully pushed back and whether the pads are flush with the caliper body. Push the brake pads back with the transport device or a flat blade screwdriver as described on page 12. Re-install the wheel and check for a correctly tightened quick release skewer of the wheel **which should be mounted on the opposite side of the caliper.**

8. Squeeze the lever blade several times (pump) to push the pads to their proper position until the lever feel becomes very firm.



New brakes and/or new rotors or brake pads must always be run in by braking at least 30 times from a speed of 30km/h to achieve the maximum brake power. Take your bike to a safe place to run in the brake.
Never contaminate brake pads with oil or grease this causing permanent loss of brake power! Contaminated pads are definitely killed and must be replaced!

8. Repairs

disc brake service kit (code: 0721 294)
Don't panic if the hose snaps! With the disc brake service kit and a separately available spare hose (see spare parts pages 21/22), this can be repaired easily.

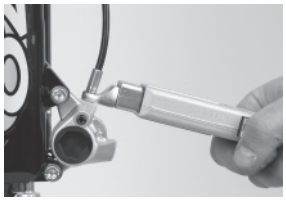
Louise and Louise FR are high-pressure systems and come with a reinforced hose, the „MAGURA Disc Tube" wearing also this imprint. The Disc Tube needs an additional insert for a proper fitting. Never mix and match either the hoses or other parts from the two models. Any misuse might cause serious accidents!

1. Remove the damaged hose from both the brake lever and the caliper.

2. Prepare a new hose: Use only the reinforced MAGURA Disc Tube (wearing also this imprint). One end of this hose comes with a pressed fitting, which has to be screwed into the caliper as described above.
Tightening torque: 6Nm/51 in.lbs.

.

NEVER shorten the MAGURA Disc Tube hose at the end with the pressed fitting! You could no longer use this hose then.



3 Tighten the prepared end of the new hose onto the caliper.
Tightening torque: 6 Nm/51 in.lbs.

4 Install the hose as described in chapter 6.

After the installation of a new hose you will always have to refill the brake. The following chapter 9 describes how the filling has to be done.

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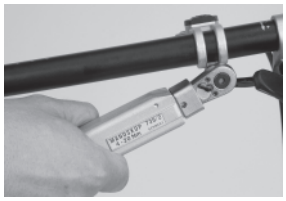
MAGURA®

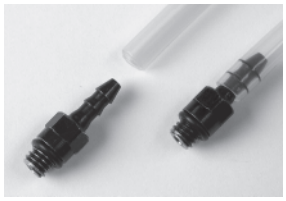
9. Filling and bleeding a brake

Brake Oil: MAGURA disc brakes use as transmission medium low viscosity mineral oil, the biodegradable MAGURA ROYAL BLOOD. Contrary to DOT brake liquid the MAGURA ROYAL BLOOD does not irritate human skin or strip the paint of your frame. Moreover it does not absorb water like DOT and does not have to be changed regularly. What sounds unbelievable is a fact: you can use your brakes over years without having to touch them (except brake pad check and change!)



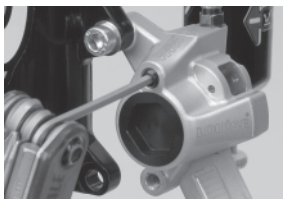
1. Loosen slightly the clamping screw of the brake lever with a 5mm allen key and turn the brake lever so that the reservoir is positioned **horizontal**. Slightly tighten the clamp screw in that position.

2. For filling and bleeding a MAGURA disc brake you will need the disc brake service kit (Code: 0721 294) including all necessary tools.



3. Prepare the transparent filler tube by pushing in by hand the M6 barbed fitting. Put the other end of the filler tube on the syringe and fill the syringe **completely** with MAGURA ROYAL BLOOD mineral oil. Fill the syringe completely and make sure that **there are no air bubbles inside.** Turn the syringe eventually to push out air bubbles.

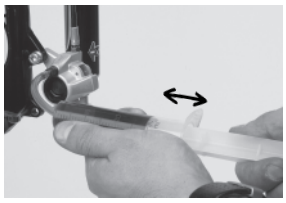
4. Remove the brake pads as described on page 12 and slide the YELLOW transport device as shown **with its THICK END** between the caliper pistons. Squeeze slightly the lever blade (pump) to tighten the transport device. **Only use the YELLOW transport device for this procedure, the formerly used black one is not suitable for this work!**



5. Fix the caliper so that the hose connection points upwards!. It might be necessary that you have to unscrew the lower caliper fitting bolt and to fix the caliper as shown to ensure this vertical hose position. Unscrew bleeding screw with a 3mm Allen key. Screw in the prepared syringe and tighten it with a 8mm open end spanner.

Place now a rag, which has to be free of oil or lubricants around the reservoir and, more important, around the brake caliper. Care for a clean working environment! No dirt or particles may come into the brake system!

6. Unscrew the Torx T7 reservoir cover screw and remove the cover with the membrane sitting below. Begin to **slowly** press the oil contents of the filling syringe through the system until no further air bubbles can be seen.



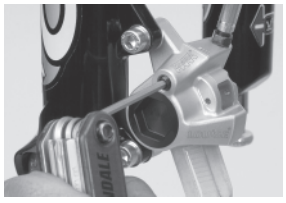
7. Press the MAGURA ROYAL BLOOD oil through the system. Use a second syringe to suck any overflowing oil at the reservoir. Then pull the filler syringe to suck oil back. Repeat procedure 3-4 times and actuate CAREFULLY the lever blade simultaneously. **Make sure that there is always enough oil in the reservoir when you suck the oil with the filling syringe!**

8. Actuaty in addition **CAREFULLY** the lever blade to chase tiny air bubbles the hide might hide within the circuit.

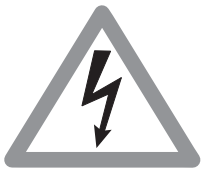
9. Use the second syringe to suck any overflowing oil. The rag around the brake lever and the caliper prevents overflowing oil from dropping down and contaminating and killing the brake pads. Push **the complete contents** of the filling syringe through the system.

10. The reservoir has to be full to the top before replacing the membrane and the cover.

11. Replace the cover with the membrane onto the reservoir. Oil will spill during this procedure, therefore do not forget to place a rag around the brake lever! Tighten the cover screw until the cover is flush with the reservoir. **Use only the original Torx T7 bolt! Any other screw will lead to leaks, damages and failure of the whole system! Tightening torque 0,6Nm/5 in.lbs**



12. Remove the syringe and screw in the 3mm allen bleeding screw. **Tightening torque: 2,5Nm/22 in.lbs.** Re-position the brake caliper **(tightening torque 6Nm/51 in. lbs.).** Re-install the brake pads and the wheel.



Always pull the lever blade several times (pump) until the brake pads touch the rotor.

Always check for correct installation by activating the lever blade and checking for eventual leaks.

Never contaminate brake pads with oil or grease this causing permanent loss of brake power! Contaminated pads are definitely killed and MUST be replaced! A contaminated rotor can be cleaned with warm dishwater or alcohol.

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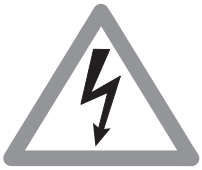
10. The disc brake wheel

The XC disc brake wheel

There already exists enough literature concerning wheels, so just a few tips how a well-built X-country disc brake wheel has to be.

Use spokes with a diameter of 2mm (arc)/1,8mm which you cross three times.
No radial lacing with disc brake wheels!
Head-inside-spokes (=arc-outside-spokes have to be pulled, i.e. these spokes point forward on the front wheel; on the back wheel these spokes point forward on the rotor side and backwards on the drive side. All spokes have to be stressed equally and high.
Mount the q/r skewer of the wheel on the opposite side of the caliper!



Never use ultra lightweight quick releases with titanium or aluminum axles for your wheel sets in combination with a disc brake. You will not be in a position to realize the necessary tightening torque!

11. Trouble Shooting

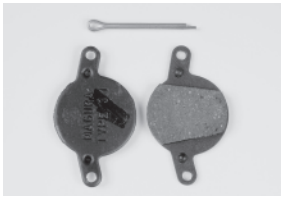
problem	reason	solution
not enough brake power no pressure point	brake was not run it	break in the brake (page4)
	oil/lubricants on rotor and/or pads	clean the rotor with warm dishwater or alcohol replace contaminated brake pads
	air in the system	bleeding the brake (page15) Correct transport (page 5)
	leaking systems	Check hose connections and hose for leaks; replace hose if necessary (pages 14/15)
Squealing brake	badly aligned frame	align brake caliper with 0,2mm spacers (page9)
	Paint/powder coating on fitting eyelets	remove any paint or powder coating and care for an even contact surface without burrs. (page7)
	Wheel q/r skewer insufficiently tightened	Increase tightening of q/r skewer and **mount it on opposite side of caliper**.
	Insufficiently tightened wheel spokes	check for an evenly spoked wheel with high spoke tension
contaminated brake pads	carelessness	brake pads must be changed
contaminated rotor	carelessness	clean rotor with dish water or alcohol
wheel cannot be mounted	Lever blade was pulled with removed wheel	Push back the brake pads with transport device or a flat blade screwdriver. (page12)
rattling noise and rough deceleration	brake pads worn, holder of pads is wearing the rotor	brake pad change (page 12)
leaking hose or brake	accident, incorrect installation	change hose or defective brake lever or caliper (page 14)

You will find further tips on our website www.magura.com in the FAQ section!! Stay tuned.

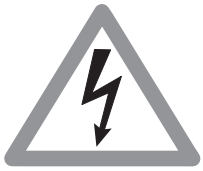
12. Accessories

MAGURA disc brake service kit, code: 0721 294
contains everything that you need for bleeding and repairing a brake.
ATTENTION: the kit does NOT include a spare hose!

MAGURA braided hose for all MAGURA disc brakes
easily shortened with a cable cutter, 1700mm
0° fitting: code 0721 203
Watch out for the genuine hose with yellow MAGURA marker!!



Use only genuine MAGURA brake pads!
brake pads Performance Type 3.1 code 0721 324
series pad for maximum brake power.
brake pads Endurance Type 3.2 code 0721 621
with optimized longevity.



Use only genuine MAGURA accessories! Any parts manufactured by other manufacturers like lever blades, hoses or brake pads have not been tested and approved by MAGURA and consequently nothing can be said about their short and long-term function. Never use those parts! All warranty and product liability claims will be void in case of misuse!

Never change the paint, the finish or the consistence of your brake. This might cause total failure of the whole system with possible heavy bodily injury!

13. Warranty

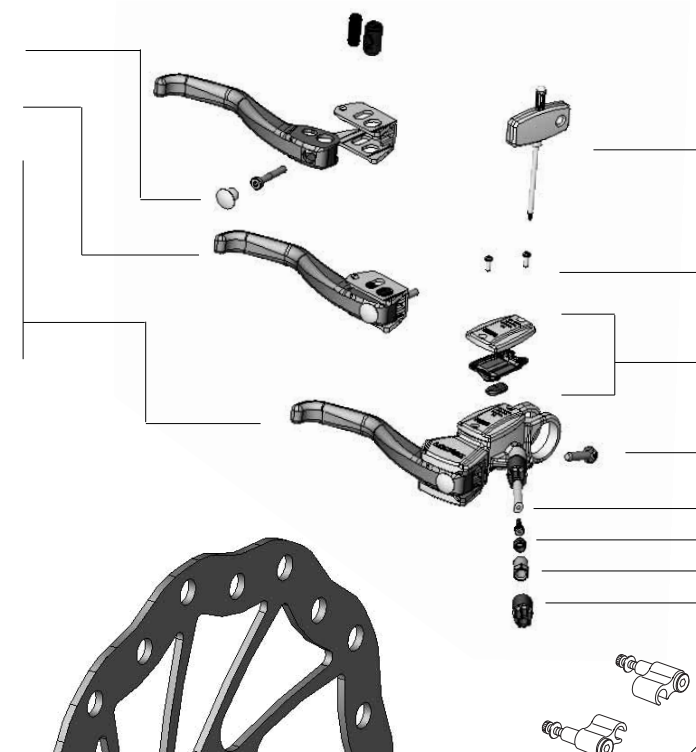
MAGURA is giving a **5 year leak proof warranty** on brake levers (master cylinder) and brake calipers. Watch out for the red info sheet in the middle of this manual!

This warranty is void when damage to the brake has occurred from the following:

abuse
mixing and matching the brake with parts from other manufacturers
damage of the exterior finish caused by improper use
any attempt to disassemble the whole brake
modifications
non-factory changes or improper service

We expressly point out that a warranty claim is only accepted with a clear proof of purchase (payment receipt of the dealer!).

14. spare parts 2005/ max. tightening torques



(10x) 0721 778

(2x) 0721 769

Louise FR (black)
left: 0721 768
right: 0721 767

Louise (silver)
left: 0721 766
right: 0721 765

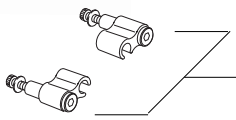
0720 847 Torx T7 key

0721 000 (10x) **0,6 Nm/5 in.lbs.**

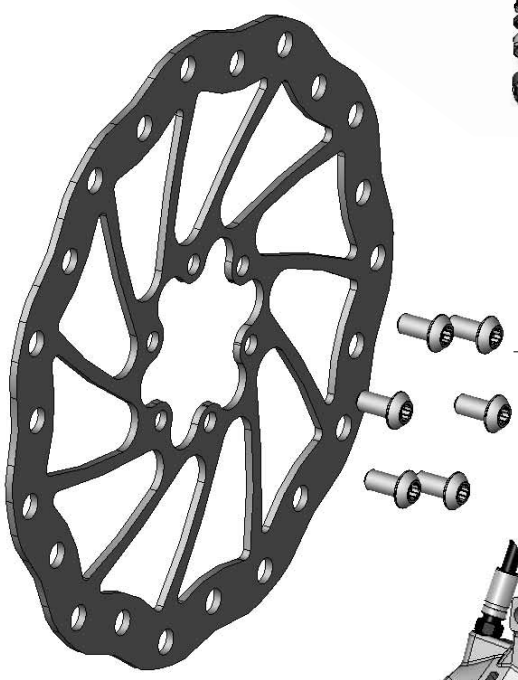
0721 770

0720 918 (10x) **4 Nm/34 in.lbs.**

0720 825 (10x)
0720 916 (20x)
0720 446 (10x) **4 Nm/34 in.lbs**
0720 405 (10x)

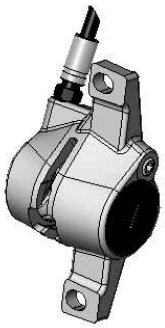


(2x) 0721 214



(6x) 0721 057 **4 Nm/34 in.lbs.**

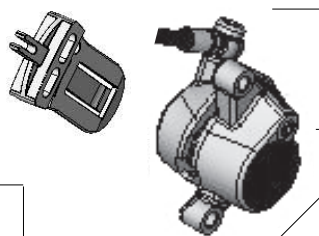
0721 204 Torx Schlüssel T25



calliper with pads
Manitou Postmount 74
Louise/silver: 0721 773
Louise FR/black: 0721 775
standard hose
2500mm/0°: 0720 827 **6Nm/51 in.lbs**
2500mm/90°: 0720 824 **6Nm/51 in.lbs**
braided hose
1700mm/0°: 0721 203
2500mm/0°: 0721 386
1700mm/90°: 0721 337
2500mm/90°: 0721 641

Ø 210 mm: 0721 830 (front)
Ø 190 mm: 0721 649 (rear)
Ø 180 mm: 0721 456 (front+rear)
Ø 160 mm: 0721 455 (rear)

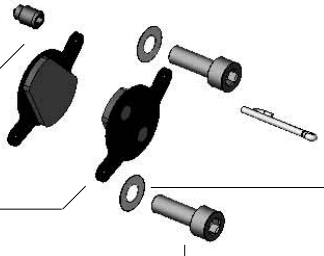
0721 314



calliper with pads
Int. Standard
Louise
front 0721 771
rear 0721 772
Louise FR
front and rear same calliper!
0721 774

(10x) 0720 931

(2x) 0721 324
TYPE 3.1 Performance
(2x) 0721 682
TYPE 3.2 Endurance



(20x) 0720 917 (0,2 mm spacer)
(10x) 0721 313 (1mm spacer)

(2x) 0721 057 **6 Nm/51 in.lbs.**

Specifications are subject to change without prior notice!

LOUISE®
LOUISE FR®
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Adapters
for Louise and Louise FR 2005

Louise:	Louise FR:	210mm	190mm	180mm	160mm
		⑮ 0721 454 **Fork adaptor**	⑮ 0721 454 **Frame adaptor**	⑯ 0721 683 **Frame adaptor**	Kein Adapter notwendig! **Frame adaptor**
		⑲ 0721 609 RS BOXXER **Fork adaptor**	⑮ 0721 454 **Fork adaptor**	⑱ 0721 608 RS BOXXER **Fork adaptor**	no adaptor necessary! **Fork adaptor**
		⑰ 0721 606 Postmount **Fork adaptor**		③ 0721 643 Postmount **Fork adaptor**	no adaptor necessary! **Fork adaptor**

WARNING!
Always make sure, that the fixing bolts are screwed in to a depth of at least 8mm. This corresponds to around 8 full turns!
Should this not be the case, longer bolts, with a minimum hardness of 8.8 should be used and secured using blue Loctite.

The encircled numbers beside the adaptor facilitate its identification. They appear also on the respective item.

Specifications are subejct to change without prior notice !

MAGURA Bike Parts GmbH & Co.
Heinrich Kahn Straße 24
D-89150 Laichingen
info@magura-bikeparts.de

Hotline/Helpdesk:
phone 019 648 124 (41 ct. pro Minute)
täglich 9-15.15h
service@magura.de

MAGURA Partners and Service Centers Worldwide

Andorra *Esports Jorma*
phone 376-844133
fax 376-843022
jorma@correu.andornet.ad

Australia *TMO Sports*
phone 02-9695-7744
fax 02-9695-7844
service@velovita.com.au

Austria *MAGURA Service Center Austria*
phone 0662-643703
fax 0662-643802
service_austria@magura.de

Belgium *Transmission*
phone 010-244646
fax 010-244777
info@transmission.be

Canada *MAGURA USA*
phone 618-3952200
fax 618-3954711
magura@magurausa.com

Czech Republic
Vanek Praha
phone 0312-698016
fax 0312-698025
tomas.kubin@vanekpraha.cz

Denmark *Borandia APS*
phone 47-107172
fax 47-107066
borandia@borandia.dk

Finland *Best Brakes Ky*
phone 050-591 5863
fax 019-388485
info@bestbrakes.inet.fi

France *MAGURA Service Center France*
phone 0825-886295 (indigo)
fax 03 81 88 49 92
sav_france@magura.de

Great Britain
MAGURA Bike Parts UK Ltd.
phone: 01530-837195
fax: 01530-811286
service_uk@magura.de

Greece *Nikos Maniatopoulos*
phone 2610 993 045
fax 2610 990 424
amarket@idealbikes.gr

Hong Kong
MAGURA ASIA Inc.
phone +886-4-23283739
fax +886-4-23283734
service@magura.com.tw

Hungary *Mali Bicycle Technology*
phone 01-4207563
fax 01-4205321
mali@mali.hu

Ireland *Beara Bike Trading*
phone 064-89134
fax 064-41334
wschmidt@indigo.ie

Israel *R.S. Sport*
phone 09-9584174
fax 09-9584791
zeev@rssport.co.il

Italy *Weinert*
phone 0421-81217
fax 0421-83680
weinert@iol.it

Japan *MC International*
phone 06-6536-0901
fax 06-6536-0907
mcinter@mx1.alpha-web.ne.jp

Korea *MAGURA ASIA Inc.*
phone +886-4-23283739
fax +886-4-23283734
service@magura.com.tw

Luxemburg
Transmission
phone 0032-10-244646
fax 0032-10-244777
info@transmission.be

Netherlands
NZ Parts
phone 010-2340468
fax 010-2340824
nzparts@tiscali.nl

Norway *Botolfsen*
phone 022-630610
fax 022-970662
info@botolfsen.no

Portugal *LPL-Artigos Desportivos*
phone 021-4835354
fax 021-4835362
lpl@netcabo.pt

Singapore
MAGURA ASIA Inc.
phone +886-4-23283739
fax +886-4-23283734
service@magura.com.tw

Slowenia *Elan Bike d.d.*
phone 01-52 00 317
fax 01-52 00 340
bostjan.krizai@elan.si

Slowakia *AGF Invest s.r.o.*
phone 02-62 85 95 49
fax 02-62 85 90 52
info@agfinvest.sk

South Africa
Cycles Africa
phone 011-678-1548
fax 011-678-1548
cunning@mweb.co.za

Spain *SAT MAGURA: Bicisport*
Sólo para reparaciones y servicio!
phone: 93 3404480
fax: 93 3404480
Bicicletas Monty
phone 93-6667111
fax 93-6667112
monty@monty.es

Spain *Casa Masferrer*
phone 93-8463444
fax 93-8465355
cmcenter@casamasferrer.com
Comet
phone 943-331393
fax 943-551407
comet@comet.es
Representaciones Spinola & Perez
phone 619-702946
fax 93-2317731
c.perez@spinolaperez.com

Sweden *Jaguarverken AB*
phone 060-669800
fax 060-669809
info@jaguarverken.se

Switzerland
Intercycle
phone 041-9266511
fax 041-9266355
info@intercycle.com
Amsler & Co.
phone 052-6473636
fax 052-6473637
info@amsler.ch

Taiwan *MAGURA ASIA Inc.*
phone 04-23283739
fax 04-23283734
service@magura.com.tw

USA *MAGURA USA*
phone 6183952200
fax 6183954711
magura@magurausa.com
www.magurausa.com

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